

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates

Jurisdiction Report

57

Mathews County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

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Annual Average Daily Traffic Volume Estimates By Section of Route
Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From Middlesex County Line				
(3) 1.37	5700	G	2002	
To N SR 198				
(3) 1.55	6800	G	2002	
To S SR 198				
(3) 2.07	5400	G	2002	
To SR 14 Fort Nonsense				
(3) 0.11	10000	G	2002	
To Gloucester County Line				
From Gloucester County Line				
(14) (3) 0.11	10000	G	2002	
To SR 3 FORT NONSENSE				
(14) 2.75	5800	G	2002	
To 57-617				
(14) 1.38	5000	G	2002	
To 57-660 Foster				
(14) 3.15	5800	G	2002	
To W SR 198 INT				
(14) 1.69	7400	G	2002	
To E SR 198 INT				
(14) 0.62	5400	G	2002	
To E 57-611 Mathews				
(14) 4.65	3300	G	2002	
To 57-604 Susan				
(14) 1.88	1100	G	2002	
To 57-602 East of Shadow P O				
(14) 1.74	380	G	2002	
To Bayside Wharf				
From Gloucester County Line				
(198) 0.44	2000	G	2002	
To SR 3 West Intersection				
(198) (3) 1.55	6800	G	2002	
To SR 3 East Intersection				
(198) 6.24	4700	G	2002	
To SR 223 Hudgins				
(198) 0.93	6300	G	2002	
To SR 14 North Intersection				
(198) (14) 1.69	7400	G	2002	
To SR 14 South Intersection				
(198) 1.01	1600	G	2002	
To 57-642				
From SR 198 Hudgins				
(223) 2.07	2500	G	2002	
To 57-633 Gwynn Island				
From Dead End				
(600) 1.10	80	R	1998	
To SR 14 SOUTH				
From SR 14 MID				
(600) 1.62	200	G	2002	
To SR 14 NORTH				
From Dead End				
(601) 0.54	140	R	1998	
To 57-602 East				

Route	Length	AADT	QA	Year
Mathews County				
From 57-602 West				
(601) 1.07	230	R	1998	
To Dead End				
From SR 14				
(602) 0.42	450	R	07/11/2001	
To 57-691				
(602) 0.30	380	R	07/11/2001	
To 57-601 EAST				
(602) 0.30	90	R	07/11/2001	
To Dead End				
From Dead End				
(603) 0.66	40	R	07/11/2001	
To 57-673				
(603) 0.75	140	R	07/11/2001	
To SR 14				
From Dead End				
(604) 1.08	280	R	1998	
To SR 14				
From Dead End				
(605) 0.80	140	R	07/11/2001	
To SR 14 SOUTH				
From SR 12 NORTH				
(605) 1.10	160	R	07/16/2001	
To 57-710				
(605) 0.10	140	R	07/16/2001	
To 57-607				
From Dead End				
(606) 0.50	110	R	1998	
To 57-646				
(606) 0.40	350	R	1998	
To SR 14				
From Dead End				
(607) 1.90	230	R	07/16/2001	
To 57-608				
From SR 14				
(608) 1.50	670	G	2002	
To 57-609				
(608) 1.30	380	G	2002	
To 57-649				
(608) 1.30	110	R	1998	
To Dead End				
From 57-608				
(609) 1.00	260	G	2002	
To 57-611				
(609) 0.12	240	R	1998	
To 57-705				
(609) 0.58	90	R	1998	
To 57-610				
(609) 1.10	70	R	1998	
To 1.10 ME 57-610				
(609) 0.08	60	R	06/12/2001	
To 57-720				
(609) 0.22	40	R	06/12/2001	
To Dead End				

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Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From 57-614				
(610) 0.90	40	R	06/26/2001	
To 57-611 NORTH				
From 57-611 SOUTH				
(610) 0.75	20	R	06/12/2001	
To 0.75 ME 57-611 S				
(610) 1.05	20	R	06/12/2001	
To 57-609				
From SR 14				
(611) 2.35	1900	G	2002	
To 57-1003				
(611) 0.08	2700	G	2002	
To SR 14 MID				
From SR 14 SOUTH				
(611) 2.26	840	G	2002	
To 57-613 WEST				
(611) 2.16	480	G	2002	
To 57-609				
(611) 0.30	47	R	06/12/2001	
To Dead End				
From 57-613				
(612) 0.50	90	R	06/26/2001	
To 57-611				
From SR 14				
(613) 2.80	110	G	2002	
To 57-611 WEST				
From 57-611 EAST				
(613) 1.70	80	R	06/06/2001	
To 57-643				
From Dead End				
(614) 1.00	200	R	06/12/2001	
To SR 14 NORTH				
From SR 14 SOUTH				
(614) 0.90	210	R	06/12/2001	
To 57-644; 57-730				
(614) 0.30	170	R	06/12/2001	
To 57-613				
(614) 1.20	80	R	06/12/2001	
To 57-610				
(614) 1.20	70	R	06/12/2001	
To 57-609				
From Dead End				
(615) 0.60	100	R	06/12/2001	
To SR 14				
From SR 198				
(616) 0.54	110	R	05/23/2001	
To Dead End				
From Dead End				
(617) 0.80	170	R	06/26/2001	
To 57-660 SOUTH				
From 57-660 NORTH				
(617) 3.37	260	G	2002	
To 57-618				
(617) 0.94	1200	G	2002	
To 57-654				
(617) 1.06	1300	G	2002	
To SR 14				

Route	Length	AADT	QA	Year
Mathews County				
From 57-617				
(618) 0.50	1100	G	2002	
To 57-660				
From Dead End				
(619) 0.65	48	R	06/26/2001	
To 57-617 WEST				
From 57-617 EAST				
(619) 0.81	120	R	06/26/2001	
To 57-660				
(619) 0.50	160	R	06/26/2001	
To Dead End				
From Dead End				
(620) 2.10	490	R	1998	
To SR 14				
From Dead End				
(621) 0.28	70	R	07/16/2001	
To 0.28 MN Dead End				
(621) 0.12	70	R	07/16/2001	
To 57-684				
(621) 0.95	250	G	2002	
To 57-622				
(621) 0.40	830	G	2002	
To 57-611				
(621) 0.80	620	G	2002	
To SR 14				
From Dead End				
(622) 0.50	80	R	07/16/2001	
To 57-623 WEST				
(622) 0.04	200	R	07/16/2001	
To 57-623 MID				
(622) 1.00	530	G	2002	
To 57-621				
From Dead End				
(623) 0.46	100	R	07/16/2001	
To 0.46 MN Dead End				
(623) 0.10	170	R	1998	
To 57-622 WEST				
From 57-622 MID				
(623) 0.40	40	R	07/16/2001	
To 57-670				
(623) 0.30	160	R	1998	
To 57-622 EAST				
From 57-625				
(624) 0.15	130	R	06/26/2001	
To 57-671				
(624) 0.05	40	R	06/26/2001	
To Dead End				
From 57-660				
(625) 0.60	260	R	1998	
To 57-624				
(625) 0.20	110	R	1998	
To Dead End				
From SR 14				
(626) 3.40	520	G	2002	
To SR 198 SOUTH				

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Route	Length	AADT	QA	Year
Mathews County				
From SR 198 NORTH				
(626) 1.80	980	G	2002	
To 57-666				
(626) 0.16	270	R	1998	
To 57-652				
(626) 0.14	250	R	1998	
To 57-662				
(626) 0.30	80	R	1998	
To Dead End				
From SR 198				
(627) 0.30	50	R	1998	
To Dead End				
From SR 198				
(628) 0.70	550	G	2002	
To 57-725				
(628) 0.80	300	R	05/23/2001	
To 57-724				
(628) 0.17	160	R	05/23/2001	
To Dead End				
From SR 198				
(629) 1.28	330	R	05/23/2001	
To 57-772				
(629) 0.44	110	R	05/23/2001	
To Dead End				
From SR 198				
(630) 1.50	270	R	1998	
To Dead End				
From SR 198				
(631) 1.20	310	R	1998	
To Dead End				
From 57-626				
(632) 0.50	110	R	05/23/2001	
To Dead End				
From Dead End				
(633) 0.20	370	R	1998	
To SR 223				
(633) 2.66	1500	G	2002	
To Dead End				
From Dead End				
(634) 0.50	320	R	05/30/2001	
To 57-633				
From 57-609				
(635) 0.60	80	R	1998	
To Dead End				
From Dead End				
(636) 0.35	60	R	05/30/2001	
To 57-672				
(636) 0.63	190	G	2002	
To 57-633				
(636) 0.50	190	R	05/30/2001	
To Dead End				
From Dead End				
(637) 0.60	100	R	1998	
To 57-680				
(637) 0.50	280	G	2002	
To 57-633				

Route	Length	AADT	QA	Year
Mathews County				
From Dead End				
(638) 1.00	100	R	05/30/2001	
To 57-633				
From Dead End				
(639) 0.85	70	R	05/23/2001	
To SR 223 WEST				
From SR 223 EAST				
(639) 1.03	420	G	2002	
To 57-648				
(639) 0.10	110	R	1998	
To 57-676				
(639) 0.20	80	R	06/06/2001	
To Dead End				
From SR 223				
(640) 0.14	200	R	05/23/2001	
To 57-716				
(640) 1.41	240	R	05/23/2001	
To Dead End				
From SR 14				
(641) 1.64	430	G	2002	
To Dead End				
From SR 198				
(642) 0.70	1300	G	2002	
To 57-643				
(642) 0.96	380	G	2002	
To 57-708				
(642) 0.14	30	G	2002	
To Dead End				
From 57-642				
(643) 0.80	800	G	2002	
To 57-644 SOUTH				
(643) 1.00	520	G	2002	
To 57-645				
(643) 0.03	170	R	1998	
To 57-682				
(643) 0.50	60	R	1998	
To 57-704				
(643) 0.07	8	R	1998	
To 0.07 ME 57-704				
(643) 0.60	6	R	06/06/2001	
To Dead End				
From 57-614				
(644) 1.00	30	R	06/12/2001	
To 1.00 MN 57-614				
(644) 0.30	70	R	06/12/2001	
To 57-611 WEST				
From 57-611 EAST				
(644) 1.20	120	R	06/06/2001	
To 57-643 SOUTH				
From 57-643 NORTH				
(644) 1.00	270	R	06/06/2001	
To Dead End				
From 57-643				
(645) 0.50	380	R	1998	
To 57-717				

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Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From 57-717				
(645) 0.69	90	R	1998	
To 0.69 ME 57-717				
(645) 0.43	30	R	1998	
To Dead End				
From Dead End				
(646) 0.14	40	R	07/11/2001	
To 57-726				
(646) 0.20	70	R	07/11/2001	
To 57-721				
(646) 0.50	150	R	07/11/2001	
To 57-606				
From 57-641				
(647) 0.70	370	R	1998	
To Dead End				
From 57-639				
(648) 0.30	130	R	05/23/2001	
To 57-640				
From Dead End				
(649) 0.67	160	R	07/16/2001	
To 57-608				
From 57-660				
(650) 0.50	230	R	1998	
To 57-727				
(650) 0.30	80	R	1998	
To Dead End				
From 57-660				
(651) 0.80	60	R	06/26/2001	
To Dead End				
From Dead End				
(652) 0.40	80	R	05/23/2001	
To 57-626				
From SR 198				
(653) 1.00	110	R	06/06/2001	
To Dead End				
From 57-617				
(654) 0.40	10	R	06/26/2001	
To Dead End				
From Dead End				
(655) 0.85	130	R	07/11/2001	
To 57-600				
From Dead End				
(656) 0.30	100	R	1998	
To 57-633				
From SR 14				
(657) 1.10	90	R	1998	
To Dead End				
From Dead End				
(658) 1.21	210	R	06/26/2001	
To SR 14				
From 57-660				
(659) 0.50	160	R	06/26/2001	
To Dead End				
From 57-660 BEGIN LOOP				
(660) 0.32	80	R	1998	
To 57-660 END LOOP				

Route	Length	AADT	QA	Year
Mathews County				
From 57-660 END LOOP				
(660) 0.53	300	R	1998	
To 57-617 SOUTH				
(660) 0.30	460	G	2002	
To 57-617 NORTH				
(660) 0.36	450	G	2002	
To 57-703				
(660) 2.65	1000	G	2002	
To 57-618				
(660) 2.43	950	G	2002	
To SR 14				
From 57-633				
(661) 0.42	100	R	1998	
To Dead End				
From Dead End				
(662) 0.40	110	R	05/23/2001	
To 57-626				
From Dead End				
(663) 0.20	100	R	1998	
To 57-633				
From 57-633				
(664) 0.90	420	R	05/30/2001	
To Dead End				
From Dead End				
(665) 0.04	10	R	06/06/2001	
To 57-1006				
(665) 0.56	120	R	06/06/2001	
To 57-642				
From Dead End				
(666) 0.38	110	R	05/23/2001	
To 57-732				
(666) 0.14	340	R	05/23/2001	
To 57-626				
From 57-660				
(667) 0.50	80	R	1998	
To Dead End				
From Dead End				
(668) 0.13	130	R	05/23/2001	
To SR 198				
From SR 223				
(669) 0.51	340	R	1998	
To Dead End				
From 57-623				
(670) 0.42	90	R	07/16/2001	
To Dead End				
From 57-624				
(671) 0.30	80	R	06/26/2001	
To Dead End				
From Dead End				
(672) 0.07	60	R	1998	
To 57-636				
From Dead End				
(673) 0.60	60	R	07/11/2001	
To 57-603				
From Dead End				
(674) 0.35	80	R	1998	
To 57-626				

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Route	Length	AADT	QA	Year
Mathews County				
From 57-660				
(675) 0.30	150	R	06/26/2001	
To 0.30 ME 57-660				
(675) 0.10	140	R	06/26/2001	
To Dead End				
From Dead End				
(676) 0.35	40	R	06/06/2001	
To 57-639				
From 57-611				
(677) 0.66	60	R	06/12/2001	
To 57-609				
From Dead End				
(678) 0.39	80	R	07/16/2001	
To 57-622				
From 57-660				
(679) 0.54	50	R	06/26/2001	
To Dead End				
From Dead End				
(680) 0.49	80	R	1998	
To 57-637				
From 57-626				
(681) 0.53	140	R	05/23/2001	
To Dead End				
From 57-643				
(682) 0.87	100	R	1998	
To Dead End				
From Dead End				
(683) 0.37	9	R	06/26/2001	
To SR 14				
From 57-621				
(684) 0.25	80	R	07/16/2001	
To 0.25 ME 57-621				
(684) 0.30	80	R	07/16/2001	
To Dead End				
From Dead End				
(685) 0.07	60	R	1998	
To 57-660				
From Dead End				
(686) 0.33	60	R	07/11/2001	
To 57-605				
From Dead End				
(687) 0.24	50	R	1998	
To 57-660				
(687) 0.40	70	R	1998	
To 0.40 ME 57-660				
From Dead End				
(688) 0.34	230	R	06/06/2001	
To 57-639				
From Dead End				
(689) 0.36	170	R	1998	
To 57-600				
From 57-642				
(690) 0.37	80	R	06/06/2001	
To Dead End				
From 57-602				
(691) 0.25	20	R	07/11/2001	
To Dead End				

Route	Length	AADT	QA	Year
Mathews County				
From 57-601				
(692) 0.52	47	R	07/16/2001	
To Dead End				
From Dead End				
(693) 0.62	90	R	06/06/2001	
To 57-645				
From SR 198				
(694) 0.40	60	R	1998	
To Dead End				
From Dead End				
(695) 0.10	80	R	1998	
To 57-633				
From Dead End				
(696) 0.42	160	R	06/06/2001	
To 57-639				
From SR 14				
(697) 0.45	110	R	1998	
To Dead End				
From 57-649				
(698) 0.20	90	R	07/16/2001	
To Dead End				
From 57-691				
(699) 0.37	20	R	07/11/2001	
To Dead End				
From SR 198				
(700) 0.48	160	R	1998	
To Dead End				
From SR 3				
(701) 0.35	90	R	1998	
To Dead End				
From Dead End				
(702) 0.38	60	R	06/12/2001	
To 57-609				
From 57-660				
(703) 0.61	70	R	1998	
To Dead End				
From 57-643				
(704) 0.36	70	R	06/06/2001	
To Dead End				
From Dead End				
(705) 0.40	60	R	06/12/2001	
To 57-609				
From SR 223				
(706) 0.32	70	R	1998	
To Dead End				
From Dead End				
(707) 0.18	90	R	06/12/2001	
To 57-609				
From 57-642				
(708) 0.27	47	R	06/06/2001	
To Dead End				
From 57-650				
(709) 0.54	30	R	1998	
To Dead End				
From Dead End				
(710) 0.28	100	R	1998	
To 57-605				

Virginia Department of Transportation
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Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
(711) To: 57-646	0.24	10	R	07/11/2001
From: 57-600				
(712) To: SR 14	0.02	20	R	07/11/2001
From: SR 14				
(713) To: 57-641	0.16	580	R	07/19/2001
From: SR 14 SOUTH				
(714) To: SR 14 NORTH	0.20	20	R	07/11/2001
From: SR 14 SOUTH				
(715) To: SR 14 NORTH	0.32	70	R	07/16/2001
From: 57-640				
(716) To: SR 223	0.17	90	R	1998
From: Dead End				
(717) To: 57-645	0.14	80	R	06/06/2001
From: Dead End				
(718) To: 57-639	0.38	80	R	1998
From: Dead End				
(719) To: SR 198	0.16	80	R	05/23/2001
From: 57-609				
(720) To: Dead End	0.23	7	R	06/12/2001
From: Dead End				
(721) To: 57-646	0.43	80	R	07/11/2001
From: 57-629				
(722) To: 57-723	0.20	80	R	1998
From: Dead End				
(723) To: 57-722	0.02	10	R	1998
From: 57-722				
(723) To: Dead End	0.08	30	R	1998
From: 57-628				
(724) To: Dead End	0.12	120	R	1998
From: 57-628				
(725) To: Dead End	0.13	70	R	05/23/2001
From: Dead End				
(726) To: 57-646	0.22	30	R	07/11/2001
From: Dead End				
(727) To: 57-650	0.35	160	R	06/26/2001
From: SR 14				
(728) To: Dead End	0.22	50	R	07/11/2001

Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
(729) To: SR 14	0.43	230	R	1998
From: 57-614				
(730) To: Dead End	0.12	60	R	06/02/2001
From: SR 14				
(731) To: Dead End	0.48	100	R	1998
From: Cul-de-Sac				
(732) To: 57-733	0.07	30	R	1998
From: 57-733				
(732) To: 57-666	0.91	250	R	1998
From: Cul-de-Sac				
(733) To: 57-732	0.05	20	R	1998
From: Dead End				
(734) To: SR 3	0.05	90	R	1998
From: SR 3				
(735) To: Cul-de-Sac	0.17	140	R	1998
From: SR 198				
(736) To: Dead End	0.20	100	R	1992
From: Cul-de-Sac				
(737) To: 57-608	0.70	90	R	07/19/2001
From: SR 198				
(738) To: Cul-de-Sac	0.25	100	R	05/23/2001
From: SR 198				
(739) To: Dead End	0.15	110	R	05/23/2001
From: Dead End				
(740) To: 57-633	0.56	100	R	05/30/2001
From: Cul-de-Sac/				
(745) To: SR-0014(B)/	0.93	NA		
From: 57-00745(B)/(APPROXIMATE LENGTH FROM				
(746) To: Dead End/	0.42	NA		
From: 57-1003				
(1001) To: 57-1002	0.05	790	R	07/19/2001
From: 57-1002				
(1001) To: SR 14	0.03	1000	R	07/19/2001
From: 57-1001				
(1002) To: 57-611	0.05	700	R	07/19/2001
From: 57-1001				
(1003) To: 57-611	0.05	390	R	1998

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Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
(1004) To: SR 14	0.16	70	R	1998
From: 57-665				
(1006) To: BEGIN LOOP	0.07	60	R	1998
From: 57-1007				
(1006) To: END LOOP	0.07	20	R	1998
From: 57-1006				
(1006) To: Cul-de-Sac	0.10	30	R	1998
From: SR 198				
(1007) To: Cul-de-Sac	0.06	30	R	1998
From: Cul-de-Sac				
(1015) To: Cul-de-Sac	0.19	10	R	07/19/2001
From: Cul-de-Sac				
(1016) To: 57-1015	0.07	8	R	07/19/2001
From: Dead End				
(1101) To: SR 198	0.12	390	R	1998
From: SR 14 LEE JACKSON				
(9246) To: ELEM CLOSED NOW	0.09	3	R	07/19/2001
From: SR 14				
(9249) To: MATHEWS COUNTY HS	0.08	350	R	1998
From: 57-611 THOMAS				
(9250) To: HUNTER INT SCH	0.10	20	R	07/19/2001

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From Middlesex County Line				
(3) 1.37	5700	G	2002	
To N SR 198				
(3) 1.55	6800	G	2002	
To S SR 198				
(3) 2.07	5400	G	2002	
To SR 14 Fort Nonsense				
(3) 0.11	10000	G	2002	
To Gloucester County Line				
From Gloucester County Line				
(14) (3) 0.11	10000	G	2002	
To SR 3 FORT NONSENSE				
(14) 2.75	5800	G	2002	
To 57-617				
(14) 1.38	5000	G	2002	
To 57-660 Foster				
(14) 3.15	5800	G	2002	
To W SR 198 INT				
(14) 1.69	7400	G	2002	
To E SR 198 INT				
(14) 0.62	5400	G	2002	
To E 57-611 Mathews				
(14) 4.65	3300	G	2002	
To 57-604 Susan				
(14) 1.88	1100	G	2002	
To 57-602 East of Shadow P O				
(14) 1.74	380	G	2002	
To Bayside Wharf				
From Gloucester County Line				
(198) 0.44	2000	G	2002	
To SR 3 West Intersection				
(198) (3) 1.55	6800	G	2002	
To SR 3 East Intersection				
(198) 6.24	4700	G	2002	
To SR 223 Hudgins				
(198) 0.93	6300	G	2002	
To SR 14 North Intersection				
(198) (14) 1.69	7400	G	2002	
To SR 14 South Intersection				
(198) 1.01	1600	G	2002	
To 57-642				
From SR 198 Hudgins				
(223) 2.07	2500	G	2002	
To 57-633 Gwynn Island				
From Dead End				
(600) 1.10	80	R	1998	
To SR 14 SOUTH				
From SR 14 MID				
(600) 1.62	200	G	2002	
To SR 14 NORTH				
From Dead End				
(601) 0.54	140	R	1998	
To 57-602 East				

Route	Length	AADT	QA	Year
Mathews County				
From 57-602 West				
(601) 1.07	230	R	1998	
To Dead End				
From SR 14				
(602) 0.42	450	R	07/11/2001	
To 57-691				
(602) 0.30	380	R	07/11/2001	
To 57-601 EAST				
(602) 0.30	90	R	07/11/2001	
To Dead End				
From Dead End				
(603) 0.66	40	R	07/11/2001	
To 57-673				
(603) 0.75	140	R	07/11/2001	
To SR 14				
From Dead End				
(604) 1.08	280	R	1998	
To SR 14				
From Dead End				
(605) 0.80	140	R	07/11/2001	
To SR 14 SOUTH				
From SR 12 NORTH				
(605) 1.10	160	R	07/16/2001	
To 57-710				
(605) 0.10	140	R	07/16/2001	
To 57-607				
From Dead End				
(606) 0.50	110	R	1998	
To 57-646				
(606) 0.40	350	R	1998	
To SR 14				
From Dead End				
(607) 1.90	230	R	07/16/2001	
To 57-608				
From SR 14				
(608) 1.50	670	G	2002	
To 57-609				
(608) 1.30	380	G	2002	
To 57-649				
(608) 1.30	110	R	1998	
To Dead End				
From 57-608				
(609) 1.00	260	G	2002	
To 57-611				
(609) 0.12	240	R	1998	
To 57-705				
(609) 0.58	90	R	1998	
To 57-610				
(609) 1.10	70	R	1998	
To 1.10 ME 57-610				
(609) 0.08	60	R	06/12/2001	
To 57-720				
(609) 0.22	40	R	06/12/2001	
To Dead End				

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Route	Length	AADT	QA	Year
Mathews County				
From 57-614				
(610) 0.90	40	R	06/26/2001	
To 57-611 NORTH				
From 57-611 SOUTH				
(610) 0.75	20	R	06/12/2001	
To 0.75 ME 57-611 S				
(610) 1.05	20	R	06/12/2001	
To 57-609				
From SR 14				
(611) 2.35	1900	G	2002	
To 57-1003				
(611) 0.08	2700	G	2002	
To SR 14 MID				
From SR 14 SOUTH				
(611) 2.26	840	G	2002	
To 57-613 WEST				
(611) 2.16	480	G	2002	
To 57-609				
(611) 0.30	47	R	06/12/2001	
To Dead End				
From 57-613				
(612) 0.50	90	R	06/26/2001	
To 57-611				
From SR 14				
(613) 2.80	110	G	2002	
To 57-611 WEST				
From 57-611 EAST				
(613) 1.70	80	R	06/06/2001	
To 57-643				
From Dead End				
(614) 1.00	200	R	06/12/2001	
To SR 14 NORTH				
From SR 14 SOUTH				
(614) 0.90	210	R	06/12/2001	
To 57-644; 57-730				
(614) 0.30	170	R	06/12/2001	
To 57-613				
(614) 1.20	80	R	06/12/2001	
To 57-610				
(614) 1.20	70	R	06/12/2001	
To 57-609				
From Dead End				
(615) 0.60	100	R	06/12/2001	
To SR 14				
From SR 198				
(616) 0.54	110	R	05/23/2001	
To Dead End				
From Dead End				
(617) 0.80	170	R	06/26/2001	
To 57-660 SOUTH				
From 57-660 NORTH				
(617) 3.37	260	G	2002	
To 57-618				
(617) 0.94	1200	G	2002	
To 57-654				
(617) 1.06	1300	G	2002	
To SR 14				

Route	Length	AADT	QA	Year
Mathews County				
From 57-617				
(618) 0.50	1100	G	2002	
To 57-660				
From Dead End				
(619) 0.65	48	R	06/26/2001	
To 57-617 WEST				
From 57-617 EAST				
(619) 0.81	120	R	06/26/2001	
To 57-660				
(619) 0.50	160	R	06/26/2001	
To Dead End				
From Dead End				
(620) 2.10	490	R	1998	
To SR 14				
From Dead End				
(621) 0.28	70	R	07/16/2001	
To 0.28 MN Dead End				
(621) 0.12	70	R	07/16/2001	
To 57-684				
(621) 0.95	250	G	2002	
To 57-622				
(621) 0.40	830	G	2002	
To 57-611				
(621) 0.80	620	G	2002	
To SR 14				
From Dead End				
(622) 0.50	80	R	07/16/2001	
To 57-623 WEST				
(622) 0.04	200	R	07/16/2001	
To 57-623 MID				
(622) 1.00	530	G	2002	
To 57-621				
From Dead End				
(623) 0.46	100	R	07/16/2001	
To 0.46 MN Dead End				
(623) 0.10	170	R	1998	
To 57-622 WEST				
From 57-622 MID				
(623) 0.40	40	R	07/16/2001	
To 57-670				
(623) 0.30	160	R	1998	
To 57-622 EAST				
From 57-625				
(624) 0.15	130	R	06/26/2001	
To 57-671				
(624) 0.05	40	R	06/26/2001	
To Dead End				
From 57-660				
(625) 0.60	260	R	1998	
To 57-624				
(625) 0.20	110	R	1998	
To Dead End				
From SR 14				
(626) 3.40	520	G	2002	
To SR 198 SOUTH				

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Route	Length	AADT	QA	Year
Mathews County				
From SR 198 NORTH				
(626) 1.80	980	G	2002	
To 57-666				
(626) 0.16	270	R	1998	
To 57-652				
(626) 0.14	250	R	1998	
To 57-662				
(626) 0.30	80	R	1998	
To Dead End				
From SR 198				
(627) 0.30	50	R	1998	
To Dead End				
From SR 198				
(628) 0.70	550	G	2002	
To 57-725				
(628) 0.80	300	R	05/23/2001	
To 57-724				
(628) 0.17	160	R	05/23/2001	
To Dead End				
From SR 198				
(629) 1.28	330	R	05/23/2001	
To 57-772				
(629) 0.44	110	R	05/23/2001	
To Dead End				
From SR 198				
(630) 1.50	270	R	1998	
To Dead End				
From SR 198				
(631) 1.20	310	R	1998	
To Dead End				
From 57-626				
(632) 0.50	110	R	05/23/2001	
To Dead End				
From Dead End				
(633) 0.20	370	R	1998	
To SR 223				
(633) 2.66	1500	G	2002	
To Dead End				
From Dead End				
(634) 0.50	320	R	05/30/2001	
To 57-633				
From 57-609				
(635) 0.60	80	R	1998	
To Dead End				
From Dead End				
(636) 0.35	60	R	05/30/2001	
To 57-672				
(636) 0.63	190	G	2002	
To 57-633				
(636) 0.50	190	R	05/30/2001	
To Dead End				
From Dead End				
(637) 0.60	100	R	1998	
To 57-680				
(637) 0.50	280	G	2002	
To 57-633				

Route	Length	AADT	QA	Year
Mathews County				
From Dead End				
(638) 1.00	100	R	05/30/2001	
To 57-633				
From Dead End				
(639) 0.85	70	R	05/23/2001	
To SR 223 WEST				
From SR 223 EAST				
(639) 1.03	420	G	2002	
To 57-648				
(639) 0.10	110	R	1998	
To 57-676				
(639) 0.20	80	R	06/06/2001	
To Dead End				
From SR 223				
(640) 0.14	200	R	05/23/2001	
To 57-716				
(640) 1.41	240	R	05/23/2001	
To Dead End				
From SR 14				
(641) 1.64	430	G	2002	
To Dead End				
From SR 198				
(642) 0.70	1300	G	2002	
To 57-643				
(642) 0.96	380	G	2002	
To 57-708				
(642) 0.14	30	G	2002	
To Dead End				
From 57-642				
(643) 0.80	800	G	2002	
To 57-644 SOUTH				
(643) 1.00	520	G	2002	
To 57-645				
(643) 0.03	170	R	1998	
To 57-682				
(643) 0.50	60	R	1998	
To 57-704				
(643) 0.07	8	R	1998	
To 0.07 ME 57-704				
(643) 0.60	6	R	06/06/2001	
To Dead End				
From 57-614				
(644) 1.00	30	R	06/12/2001	
To 1.00 MN 57-614				
(644) 0.30	70	R	06/12/2001	
To 57-611 WEST				
From 57-611 EAST				
(644) 1.20	120	R	06/06/2001	
To 57-643 SOUTH				
From 57-643 NORTH				
(644) 1.00	270	R	06/06/2001	
To Dead End				
From 57-643				
(645) 0.50	380	R	1998	
To 57-717				

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Route	Length	AADT	QA	Year
Mathews County				
From 57-717				
(645) 0.69	90	R	1998	
To 0.69 ME 57-717				
(645) 0.43	30	R	1998	
To Dead End				
From Dead End				
(646) 0.14	40	R	07/11/2001	
To 57-726				
(646) 0.20	70	R	07/11/2001	
To 57-721				
(646) 0.50	150	R	07/11/2001	
To 57-606				
From 57-641				
(647) 0.70	370	R	1998	
To Dead End				
From 57-639				
(648) 0.30	130	R	05/23/2001	
To 57-640				
From Dead End				
(649) 0.67	160	R	07/16/2001	
To 57-608				
From 57-660				
(650) 0.50	230	R	1998	
To 57-727				
(650) 0.30	80	R	1998	
To Dead End				
From 57-660				
(651) 0.80	60	R	06/26/2001	
To Dead End				
From Dead End				
(652) 0.40	80	R	05/23/2001	
To 57-626				
From SR 198				
(653) 1.00	110	R	06/06/2001	
To Dead End				
From 57-617				
(654) 0.40	10	R	06/26/2001	
To Dead End				
From Dead End				
(655) 0.85	130	R	07/11/2001	
To 57-600				
From Dead End				
(656) 0.30	100	R	1998	
To 57-633				
From SR 14				
(657) 1.10	90	R	1998	
To Dead End				
From Dead End				
(658) 1.21	210	R	06/26/2001	
To SR 14				
From 57-660				
(659) 0.50	160	R	06/26/2001	
To Dead End				
From 57-660 BEGIN LOOP				
(660) 0.32	80	R	1998	
To 57-660 END LOOP				

Route	Length	AADT	QA	Year
Mathews County				
From 57-660 END LOOP				
(660) 0.53	300	R	1998	
To 57-617 SOUTH				
(660) 0.30	460	G	2002	
To 57-617 NORTH				
(660) 0.36	450	G	2002	
To 57-703				
(660) 2.65	1000	G	2002	
To 57-618				
(660) 2.43	950	G	2002	
To SR 14				
From 57-633				
(661) 0.42	100	R	1998	
To Dead End				
From Dead End				
(662) 0.40	110	R	05/23/2001	
To 57-626				
From Dead End				
(663) 0.20	100	R	1998	
To 57-633				
From 57-633				
(664) 0.90	420	R	05/30/2001	
To Dead End				
From Dead End				
(665) 0.04	10	R	06/06/2001	
To 57-1006				
(665) 0.56	120	R	06/06/2001	
To 57-642				
From Dead End				
(666) 0.38	110	R	05/23/2001	
To 57-732				
(666) 0.14	340	R	05/23/2001	
To 57-626				
From 57-660				
(667) 0.50	80	R	1998	
To Dead End				
From Dead End				
(668) 0.13	130	R	05/23/2001	
To SR 198				
From SR 223				
(669) 0.51	340	R	1998	
To Dead End				
From 57-623				
(670) 0.42	90	R	07/16/2001	
To Dead End				
From 57-624				
(671) 0.30	80	R	06/26/2001	
To Dead End				
From Dead End				
(672) 0.07	60	R	1998	
To 57-636				
From Dead End				
(673) 0.60	60	R	07/11/2001	
To 57-603				
From Dead End				
(674) 0.35	80	R	1998	
To 57-626				

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Mathews County				
From 57-660				
(675) 0.30	150	R	06/26/2001	
To 0.30 ME 57-660				
(675) 0.10	140	R	06/26/2001	
To Dead End				
From Dead End				
(676) 0.35	40	R	06/06/2001	
To 57-639				
From 57-611				
(677) 0.66	60	R	06/12/2001	
To 57-609				
From Dead End				
(678) 0.39	80	R	07/16/2001	
To 57-622				
From 57-660				
(679) 0.54	50	R	06/26/2001	
To Dead End				
From Dead End				
(680) 0.49	80	R	1998	
To 57-637				
From 57-626				
(681) 0.53	140	R	05/23/2001	
To Dead End				
From 57-643				
(682) 0.87	100	R	1998	
To Dead End				
From Dead End				
(683) 0.37	9	R	06/26/2001	
To SR 14				
From 57-621				
(684) 0.25	80	R	07/16/2001	
To 0.25 ME 57-621				
(684) 0.30	80	R	07/16/2001	
To Dead End				
From Dead End				
(685) 0.07	60	R	1998	
To 57-660				
From Dead End				
(686) 0.33	60	R	07/11/2001	
To 57-605				
From Dead End				
(687) 0.24	50	R	1998	
To 57-660				
(687) 0.40	70	R	1998	
To 0.40 ME 57-660				
From Dead End				
(688) 0.34	230	R	06/06/2001	
To 57-639				
From Dead End				
(689) 0.36	170	R	1998	
To 57-600				
From 57-642				
(690) 0.37	80	R	06/06/2001	
To Dead End				
From 57-602				
(691) 0.25	20	R	07/11/2001	
To Dead End				

Route	Length	AADT	QA	Year
Mathews County				
From 57-601				
(692) 0.52	47	R	07/16/2001	
To Dead End				
From Dead End				
(693) 0.62	90	R	06/06/2001	
To 57-645				
From SR 198				
(694) 0.40	60	R	1998	
To Dead End				
From Dead End				
(695) 0.10	80	R	1998	
To 57-633				
From Dead End				
(696) 0.42	160	R	06/06/2001	
To 57-639				
From SR 14				
(697) 0.45	110	R	1998	
To Dead End				
From 57-649				
(698) 0.20	90	R	07/16/2001	
To Dead End				
From 57-691				
(699) 0.37	20	R	07/11/2001	
To Dead End				
From SR 198				
(700) 0.48	160	R	1998	
To Dead End				
From SR 3				
(701) 0.35	90	R	1998	
To Dead End				
From Dead End				
(702) 0.38	60	R	06/12/2001	
To 57-609				
From 57-660				
(703) 0.61	70	R	1998	
To Dead End				
From 57-643				
(704) 0.36	70	R	06/06/2001	
To Dead End				
From Dead End				
(705) 0.40	60	R	06/12/2001	
To 57-609				
From SR 223				
(706) 0.32	70	R	1998	
To Dead End				
From Dead End				
(707) 0.18	90	R	06/12/2001	
To 57-609				
From 57-642				
(708) 0.27	47	R	06/06/2001	
To Dead End				
From 57-650				
(709) 0.54	30	R	1998	
To Dead End				
From Dead End				
(710) 0.28	100	R	1998	
To 57-605				

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Mathews County				
From: Dead End				
(711) To: 57-646	0.24	10	R	07/11/2001
From: 57-600				
(712) To: SR 14	0.02	20	R	07/11/2001
From: SR 14				
(713) To: 57-641	0.16	580	R	07/19/2001
From: SR 14 SOUTH				
(714) To: SR 14 NORTH	0.20	20	R	07/11/2001
From: SR 14 SOUTH				
(715) To: SR 14 NORTH	0.32	70	R	07/16/2001
From: 57-640				
(716) To: SR 223	0.17	90	R	1998
From: Dead End				
(717) To: 57-645	0.14	80	R	06/06/2001
From: Dead End				
(718) To: 57-639	0.38	80	R	1998
From: Dead End				
(719) To: SR 198	0.16	80	R	05/23/2001
From: 57-609				
(720) To: Dead End	0.23	7	R	06/12/2001
From: Dead End				
(721) To: 57-646	0.43	80	R	07/11/2001
From: 57-629				
(722) To: 57-723	0.20	80	R	1998
From: Dead End				
(723) To: 57-722	0.02	10	R	1998
From: 57-722				
(723) To: Dead End	0.08	30	R	1998
From: 57-628				
(724) To: Dead End	0.12	120	R	1998
From: 57-628				
(725) To: Dead End	0.13	70	R	05/23/2001
From: Dead End				
(726) To: 57-646	0.22	30	R	07/11/2001
From: Dead End				
(727) To: 57-650	0.35	160	R	06/26/2001
From: SR 14				
(728) To: Dead End	0.22	50	R	07/11/2001

Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
(729) To: SR 14	0.43	230	R	1998
From: 57-614				
(730) To: Dead End	0.12	60	R	06/02/2001
From: SR 14				
(731) To: Dead End	0.48	100	R	1998
From: Cul-de-Sac				
(732) To: 57-733	0.07	30	R	1998
From: 57-733				
(732) To: 57-666	0.91	250	R	1998
From: Cul-de-Sac				
(733) To: 57-732	0.05	20	R	1998
From: Dead End				
(734) To: SR 3	0.05	90	R	1998
From: SR 3				
(735) To: Cul-de-Sac	0.17	140	R	1998
From: SR 198				
(736) To: Dead End	0.20	100	R	1992
From: Cul-de-Sac				
(737) To: 57-608	0.70	90	R	07/19/2001
From: SR 198				
(738) To: Cul-de-Sac	0.25	100	R	05/23/2001
From: SR 198				
(739) To: Dead End	0.15	110	R	05/23/2001
From: Dead End				
(740) To: 57-633	0.56	100	R	05/30/2001
From: Cul-de-Sac/				
(745) To: SR-0014(B)/	0.93	NA		
From: 57-00745(B)/(APPROXIMATE LENGTH FROM				
(746) To: Dead End/	0.42	NA		
From: 57-1003				
(1001) To: 57-1002	0.05	790	R	07/19/2001
From: 57-1002				
(1001) To: SR 14	0.03	1000	R	07/19/2001
From: 57-1001				
(1002) To: 57-611	0.05	700	R	07/19/2001
From: 57-1001				
(1003) To: 57-611	0.05	390	R	1998

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Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
(1004) To: SR 14	0.16	70	R	1998
From: 57-665				
(1006) To: BEGIN LOOP	0.07	60	R	1998
From: 57-1007				
(1006) To: END LOOP	0.07	20	R	1998
From: 57-1006				
(1006) To: Cul-de-Sac	0.10	30	R	1998
From: SR 198				
(1007) To: Cul-de-Sac	0.06	30	R	1998
From: Cul-de-Sac				
(1015) To: Cul-de-Sac	0.19	10	R	07/19/2001
From: Cul-de-Sac				
(1016) To: 57-1015	0.07	8	R	07/19/2001
From: Dead End				
(1101) To: SR 198	0.12	390	R	1998
From: SR 14 LEE JACKSON				
(9246) To: ELEM CLOSED NOW	0.09	3	R	07/19/2001
From: SR 14				
(9249) To: MATHEWS COUNTY HS	0.08	350	R	1998
From: 57-611 THOMAS				
(9250) To: HUNTER INT SCH	0.10	20	R	07/19/2001